

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU*	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KORE and YOKOHAMA	MONDAY, 19th August, at 4 P.M.
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd August, at Noon.
KASUGA-MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU*	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KORE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Oct., at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the

ORIENT.

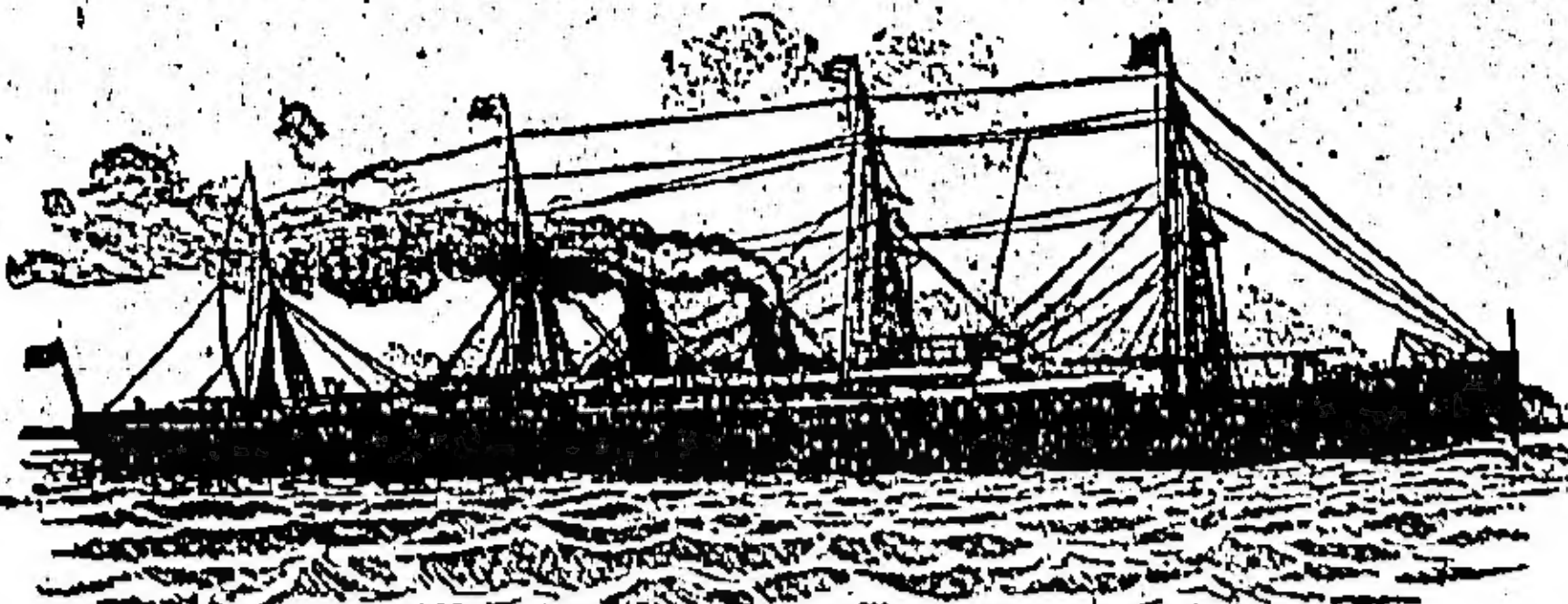
For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 26th July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st August, at Noon.
"COPILO"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIO"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

NO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

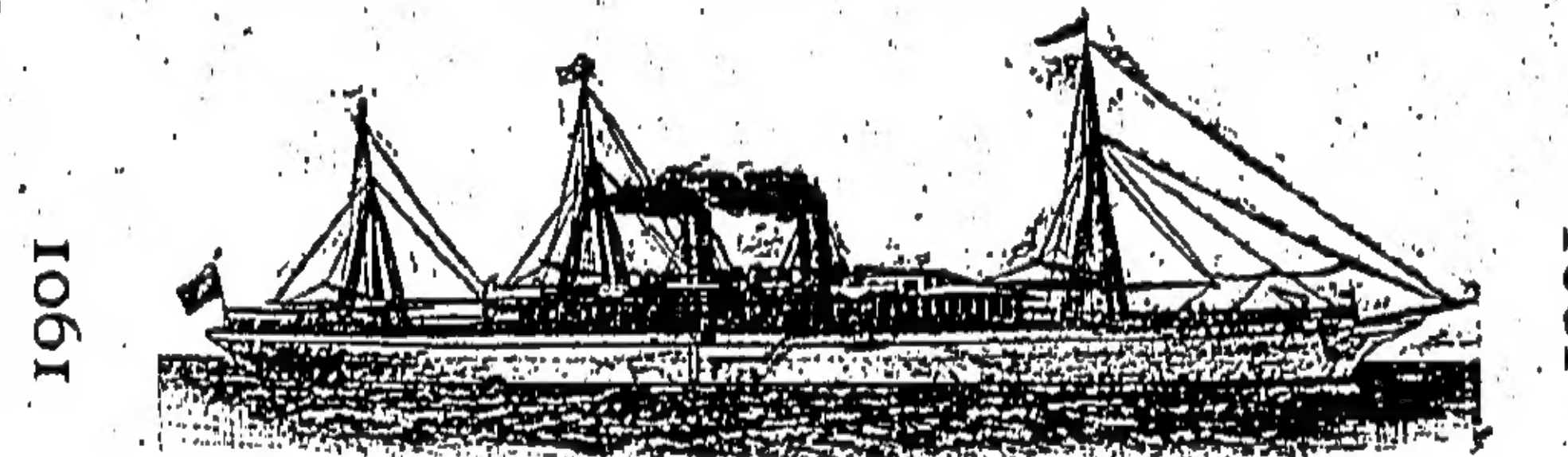
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA	HAVRE and HAMBURG.	27th Aug.
Roerden	(Calling at SINGAPORE and PENANG.)	Freight.
SIBIRIA	HAVRE and HAMBURG.	10th Sept.
Porzelius	(Calling at SINGAPORE and COLOMBO.)	Freight and Passengers.
ANDALUSIA	HAVRE and HAMBURG.	21st Sept.
Ehlers	(Calling at SINGAPORE and PENANG.)	Freight.
ARABIA	HAVRE and HAMBURG.	5th October.
ARAGONIA	(Calling at SINGAPORE and COLOMBO.)	Freight.
Forst	NEW YORK VIA SUEZ CANAL.	End of August or beginning September.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 7th August, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SAMARANG and SOURABAYA	"H. MENZEL"	19th instant.
YANTSEN	"KWYANG"	19th instant, at 3 P.M.
NAGASAKI, KOBE and MOJI	"KASHING"	20th instant, at 5 P.M.
MANILA, LOILO and CEBU	"SUNGKANG"	20th instant.
FOOCHOW, NINGPO and SHANGHAI	"WOOSUNG"	21st instant.
SHANGHAI	"CHANGSHA"	30th instant.
MANILA	"TAIYUAN"	10th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	10th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AJAX"	20th August.
"	"TYRUS"	26th August.
"	"PYRRHUS"	5th September.
"	"ULYSSES"	12th September.
"	"AGAMEMNON"	19th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"TELEPHOS"	22nd August.
"	"STENTOR"	3rd September.
"	"IDOMENEUS"	17th September.
"	"AJAX"	1st October.
LIVERPOOL (DIRECT)	"OBESITES"	about 15th September.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 9th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, COLOMBO, MANILA, PORT SAID, FIORE and TRIESTE (Taking Cargo at through Rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MELPOMENE," Captain Matcovich, will be despatched as above on MONDAY, the 19th instant, P.M., instead of as previously advertised.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 12th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Aisumi, will be despatched for the above Port, on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... about Sept. 15

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ATAKA," Captain..... will be despatched for the above Port, on or about the 15th September.

To be followed by the "S.S. ANAPA," about 15th October, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"CHINA," Captain A. Leva, will leave for the above places, TO-MORROW, the 18th instant, at Daylight.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th August, 1901.

FOR YOKOHAMA AND KOBE. THE H.A.L. Steamship

"ANDALUSIA," Captain Ehlers, will be despatched for the above Ports, on MONDAY, the 19th instant, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 16th August, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Ports, on TUESDAY, the 20th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 16th August, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN," Captain Davis, will be despatched for the above Ports, on WEDNESDAY, the 21st instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 16th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA. THE Company's Steamship

"CHUNSAUNG," Captain Muir, will be despatched as above on THURSDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th August, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA. THE Company's Screw Steamship

"KASUGA MARU," (3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th August, 1901.

SAILING VESSELS.

FOR NEW YORK. THE 3/3 A. I. American ship

"I. F. CHAPMAN," having arrived is now ready to load for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co.

Hongkong, 12th August, 1901.

FOR NEW YORK. THE 3/3 A. I. American ship

"MANUEL LLAGUNA," will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 8th July, 1901.

NOTICE

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour—

SEA WITCH, American ship, Home—

SEA WITCH, American ship, Home—

SEA WITCH, American ship, Home—

THE PLAGUE.

Number of cases reported Chinese.....1,535
up till noon of the 16th August, 1901.....50
Number of cases reported Chinese.....0
during the past 24 hours.....0

Total number of cases reported to date 1,585

* One European case proved not plague.
Number of deaths reported Chinese.....1,501
up till noon of the 16th August, 1901.....11
Number of deaths reported Chinese.....0
during the past 24 hours.....0

Total number of deaths recorded to date 1,545
Since noon on Saturday last the cases and deaths are:

Cases Chinese.....4
Other Asiatics.....0
European.....0

Total.....4

Deaths Chinese.....5
Other Asiatics.....0
European.....0

Total.....5

The plague returns for last week were:
Cases.....210
Deaths.....12

BY THE MAIL.

(From Home Papers.)

Orielet.

A good deal of interest has been aroused in the cricketing world by the no-balling of Mold by Phillips. This marks a new phase in a contest upon which the game depends. Phillips, the umpire in the match between Lancashire and Somersetshire at Old Trafford, has issued a statement to the Press of his reasons for no-balling "Mold." He states that the first time he saw Mold, over ten years ago, he thought that many of his deliveries were not above suspicion, and every subsequent time of seeing him bowl has served to confirm that first impression. In the first innings of Somerset many deliveries that passed unchallenged were, in his opinion, not fair, but he was too late in deciding against the delivery to call instantly. (He had given effect to his opinion on every delivery he would have "no-balled" Mold between 70 and 80 times in the match. He was for the future determined to apply the law with severity.)

Trying to burn the Sultan.

Owing to conditions prevailing at Yildiz and the mystery and secrecy observed in all matters connected with private life within the Palace, it has not been possible to ascertain the real cause of the recent outbreak of fire in the precincts of the Palace. What appears to be an authentic account has, however, now transpired, according to which the incident was the result of intrigue among a number of ladies of the harem directed against the lady treasurer, whom they wished to get rid of. It was a negro who at the instigation of the conspirators placed the materials for the conflagration in one of the corridors of the Palace, and set fire to them in conditions compromising to the lady treasurer, in order that she should be suspected and dismissed. This result was obtained, for not only was the lady treasurer dismissed, but she was also kept in confinement at Yildiz Skos. Contrary to the first report, the fire did not take place in the room adjoining the Sultan's chamber, but in the gallery leading to the theatre, some distance away from the private apartments of his Majesty.

German Competition.

In reference to German competition with Great Britain in almost all branches of trade, Messrs. W. H. Everett and Sons, the well-known newspaper agents, furnish two instances of Teutonic methods in the business of the supply of English newspapers and magazines to readers abroad. The firm incautiously used a post card in replying to a correspondent in Germany who asked for the rate of subscription to an English provincial newspaper. The result was that the Postmaster of the German town read the post card and at once went to the address and booked the order for the paper. At Shanghai—gave another instance—the German Post Office sends circulars to residents of all nationalities undertaking to supply any European publications, and though the prices charged are really in excess of those for which they can be procured from home through other channels, there is such a universal and profound faith in German cheapness that this fact is often overlooked. As a matter of fact, the rates of the English firms are 12½ per cent. cheaper than the German.

Blasted Hopes.

Promises of Shanghai in fifteen days, per Trans-Siberian Railway, seem to be fading into the twilight. By the new programme the railway administration refuses to guarantee arrival in Port Arthur from Moscow, at certain periods of the year, under a month and a half. People are asking what has become of the promise of a seven days' trip from Moscow to the Asiatic terminus of the Siberian Railway in saloons rivaling in comfort and luxury even the *André de Lore* of the Continent. The average speed of the Siberian passenger train was to be about 35 miles an hour at least. As a matter of fact, an average inclusive speed of from seven to nine miles an hour is the most the administration of the railway is prepared to guarantee. The opinion in some quarters is general that the utility—commercial, military, or otherwise—of the gigantic undertaking, sponsored by the Russian Government and paid for with borrowed money, will scarcely prove commensurate with its colossal proportions.

The American Steel Strike.

The great strike of iron and steel workers began on 15th ult. in the United States, 75,000 men coming out. Several large mills are already shut down, and the workmen's union declare that they will close all the factories belonging to the Steel Trust if it should become necessary to do so. It is impossible to predict the extent to which the steel industry will grow, or to say if it will fail or succeed. But its underlying motive and the reason for the movement are clear to all the laborers. The workers are simply determined to play for high stakes themselves, just as they saw the Steel Trust doing. It is generally admitted that their demands are unreasonable and just a shade unscrupulous, but their tactic is "Who set the example of being grasping?" The strike is already costing the millowners and the men nearly \$100,000 a day. Funds are pouring into the Steel Union, and the American Federation of Labor is thinking of raising \$100,000 towards the strike. Whether the Steel Trust will

the union is in a mood to compromise. The union demands equal conditions in all steel mills, and the removal of restrictions against non-union men joining a union mill. The managers say that they mean to conduct their business without interference, and will not submit to dictation. Both sides are determined to fight it out.

Bisley.

The Bisley Meeting has been proceeding during the week. The principal event on the 15th ult. was the competition for the Elcho Shield, open to teams representing England, Scotland, Ireland, and Wales. The English eight came out first with a score of 16.9, Scotland was second with 15.95, and Ireland followed with ten points less. Wales did not send a team. The Prince of Wales Service Rifle Competition, restricted to winners of the National Rifle Association's medals, ended in favor of Sergeant J. Welsh, 1st West Kent Regiment. Exceedingly good shooting marked the competitions on 15th ult. Seven men got ten bullseyes each in one of the contests, and no fewer than 126 were counted out of 33 points of a possible 35. Shooting for the King's Prize commenced on 15th ult., when 15 competitors made all bulls at the 200 yards range, and there was very high scoring at 300 yards. Eighteen men got 68 points of a possible 70 at the two distances, and Private Price, Queen's Westminster, made 69. There were no fewer than 151 marksmen who dropped only five points each, a result never before approached. The first stage was concluded on the 16th ult. The Bronze Medal was won by Private D. Morris, 3rd Glamorgan, whose aggregate score at the three ranges was 101. On the 17th, the Alexandra competition was won by Sergeant-Major W. Sansom, Royal Engineers. Two marksmen tied for the Martin Challenge Cup, and will have to shoot off The China Challenge Cup, competed for by teams of four, representing any county area, was won by the County of the City of London with 430 points. Next in order came Glasgow, 427; Renfrew, 420; Edinburgh, 422; Lancashire, 422; Surrey, 421. All the members of the winning team belong to the London Rifle Brigade. The cup was first presented in 1864 by the Volunteers in China for annual competition by the home volunteers, and 1995 is added by the N.R.A.

A French Balloon.

A remarkable account of a dirigible balloon appears in the *Temps*, and is transmitted by the *Times* correspondent. The inhabitants of the Trocadero quarter were aroused by the sound of an automobile high in the air. Looking up, they saw a cigar-shaped body, attached to which were a screw turning in mid-air and a light wicker car containing two men. There was little of noise, but the spectators suddenly saw the balloon, which was moving north-west, turn right about and make for Meudon, returning on its track. It was M. Santos Dumont experimenting with his new invention, with which he hopes to gain the Henry Deutsch prize of 100,000 fr. to be given to the first constructor of a steerable balloon. The Eiffel Tower, whence the experiments were watched with the keenest interest, the representative of the *Temps* was told that the result was extraordinary. The balloon seemed to move according to the aeronaut's will and to obey him absolutely. He went up and down without difficulty. He even touched the ground near the Trocadero and set off again immediately. At three o'clock the representative of the *Temps* had an interview with Mr. Santos Dumont at Saint Cloud.

M. DUMONT DESCRIBES THE TRIP.

The aeronaut said: "For the last two days I have been waiting for the right moment. Last night a storm made me fear that the trial trip would have again to be adjourned; but towards one o'clock this morning the sky was perfectly clear, without a breath of wind. We ran the balloon out of the shed, and at three o'clock all was ready. I took my place in the car, and ascended. The screw being in the rear gives the balloon a tendency to tip backwards, which greatly facilitates a start. I went five or six times round the Longchamps racecourse, and all went well. Then I extended the field of my evolutions, making the complete tour of the Bois de Boulogne and returning without difficulty to my point of departure. This I thought enough for the moment, but my men, who were filled with enthusiasm by the result, cried to me, 'To the Eiffel Tower'; so off I went to the Eiffel Tower. I had gone only a short distance when I heard behind me the sound of flapping canvas. I looked round and perceived that my rudder was dangling, one of the ropes having broken. Fortunately, it was the left-hand one that was broken, or it would have been all over with me. My balloon was making straight for the Eiffel Tower. I steered to the left towards the Trocadero, making curves, and came down in order to effect the necessary repairs. The people were very polite there, bringing me a ladder to enable me to reach my rudder. When the repairs were done I went up again, and this time doubled the Eiffel Tower and returned to my starting point."

AN OFFICIAL TRIAL.

Paris, July 13th.—M. Santos Dumont this morning made the official trial of his steerable balloon before the Committee of the Aero Club. He left the Parc de Meudon at twenty minutes to eight o'clock, and safely reached the Eiffel Tower a quarter of an hour afterwards. After sailing round the tower M. Santos Dumont left again for the Parc de Meudon. The weakness of the motor power necessitated a descent being made at Boulogne-sur-Seine. The committee decided to resume the trial trip later.—*Ruter*.

The departure of the "Discovery." The Bishop of London on the 16th ult., visited the East India Dock, and held a short service on board the ship *Discovery*, prior to her departure for the Antarctic regions. In a brief address to the officers and crew, he urged upon them the importance of unity, on which depended the successful accomplishment of the object of their voyage. The King intended to visit the ship before its departure at the end of July.

Vlaikfontein.

There is no getting to the end of the Lieutenant Hearn statements and contradictions. When he characterized the revelations of his brother officer to the *Chronicle* as "entirely false," that seemed to dispose of them pretty effectively. But to-day it appears that "entirely false" should be read as "substantially correct." Betrayal of confidence is their grave fault in the eyes of Lieutenant Hearn now that he has seen the whole interview. He imagined he was telling the story of Vlaikfontein to a "pal," not to a babbling to the Press; and he is rightly angry at the exaggerated balderdash put into his mouth, such as a description of himself as having suffered "the tortures of the damned" when he saw the wounded despatched. But Englishmen, four in number, were butchered by a Boer—probably the infamous Van der Byl—as they lay on the ground. The *Chronicle*, therefore, gets back handsomely on the *Daily News*, which had amiably accused it of "the craven greed to conquer by calumny." But then a paper whose chief concern appears to be to concoct apologies for Boer barbarism is apt to founder into controversial predicament.

REGIMENTAL DRESS: ITS HUMOURS.

Cassell's Saturday Journal.

The Committee on Army Clothing which sits at Pall Mall takes itself much too seriously ever to dream of indulging in wanton humour. Nevertheless, many of its regulations appear rather whimsical to the mere civilian, and one or two examples may afford our readers a little amusement. In the spring of 1896 it was decided that for real soldiering a field-marshal's spurs ought to be made of steel. A very considerable foot-note, however, was added to the Army Order, to the effect that "brass spurs may continue in wear until worn out." This act of consideration for a warrior whose pay in the field is £19 8s. 6d. per diem has doubtless diverted our latest field-marshal, the German Emperor. Another curious regulation is connected with the working dress of the Royal Engineers, whose officers, "when employed upon ballooning duties," are required to provide themselves with hunting spurs. Much leniency is also shown to officers in the matter of their swords. A full-blown general ought by rights to possess two, one of them being a scimitar with an ivory handle for full dress, while for undress uniform the general is supposed to retain "the sword which he used when in charge of a regiment. If, however, he likes to sell this he is quite at liberty to do so, and to use his full-dress scimitar on all occasions. Most of us remember the excitement in military circles when the sword used by Lieutenant Wormald during the cavalry charge at Omdurman was reported to have buckled up like a strip of tin-plate. In this connection it is interesting to observe the strict graduation of strength that the Commander-in-Chief expects the swords used by his officers to have. Thus an infantry officer or a Royal Engineer must provide himself with a strong blade, able, when held upright, to bear a weight of 32 lbs. without breaking. Cavalry officers, however, are supposed to do more delicate work, and the breaking strain of their swords need only be 21 lbs., while general officers are not supposed to go into the thick of the fight, and the weight with which their scimitars are taxed is only 10 lbs. An amusing instance of the great foresight displayed by the authorities is to be found in the Army Order promulgated in the Diamond Jubilee year for the new uniform of the A.D.C.'s to the Sovereign. Their tunics are distinguished from those of other officers on the staff by having on each side a row of eight loops of scarlet braid. But an aide-de-camp is a favoured mortal who is likely to receive promotion before very long, and it is therefore commanded in a special clause that these "loops" are not to be pierced through the cloth, but carried to the front edge and turned in. Why? Because when he is promoted the A.D.C. has only to strip off these loops, and lo, behold! without a farthing of expense, he is provided with his tunic as a general officer. There is a fashion in collars even among military men, and the latest shape consists of a cloth band two inches wide, with square points. The War Office, however, even in this important detail, does not wish to act the part of a martinet, and officers are at liberty to go on wearing their old-fashioned collars, if they desire to do so, until the end of the year 1904. The only soldiers who are allowed to wear white linen collars in undress uniform are the 7th Hussars and the Oxfordshire Light Infantry; but even these smart warriors must not show more than an eighth of an inch above the edge of the jacket.

An immense amount of thought has been bestowed upon the task of keeping moth out of soldiers' uniforms. Pairings of Russian leather or powdered camphor are advised, but a thrifty warrior is permitted to content himself, if he wishes, with scraps of brown paper smeared with turpentine, provided that when he puts his scarlet coat away he wraps up the "buttons" in "thoroughly dry" tissue paper. If the gold lace should be tarnished, he is ordered to rub it over with bread-crumbs and cream of tartar, and if the weather permits, the garments should be hung up in the sun to dry; but, if not, they may be hung up in a room "but not near fire stoves."

THE QUEEREST ISLAND IN THE WORLD.
It is proposed to make the attempt to cover Sable Island, off the Nova-Scotian coast, which is now little more than a bare sand-bar, with vegetation, the object being to make the island more conspicuous on account of its green colour and so to prevent wrecks. The island is called by a writer in a Canadian paper "the queerest island in the world," and he goes on to give the following particulars of the attempt to cover it with trees: "The blue bosom of the Atlantic, 100 miles from Halifax, and 50 miles from the nearest point of the Nova-Scotian coast, lies a long, low strip of bare sand. For centuries it lay thus, enveloped in fogs and beaten upon by the long North Atlantic swell, its only inhabitants the wild fowl and the dead seamen who from time to time are washed up to bleach on its shores. Three hundred years ago it was an island forty miles in length; now, so indefatigable a worker is the sea, it is a mere strip of white sand, twenty miles long and two miles wide. On every side of it, far as the eye can reach, is the dead level of the ocean, over-arched by the sea and for the greater part of the year the ghastly, impenetrable fogs that are born of the struggle for supremacy between the Gulf Stream and the icy water that comes sweeping down from Baffin's Strait. A more dismal place than Sable Island was never imagined. Yet here through fog and sunshine, winter and summer, storm and calm, dwells a diminutive colony of brave men who comprise an important part of the Canadian life saving service."

It is to this dreary speck of land that Mr. Saunders intends to accompany his father, Professor Saunders, of Ottawa, with the object of making an experiment which, if successful, will be a remarkable achievement, and one that will cause the storm-tossed mariner to bless the Dominion Government which authorized it. Owing to its colour the island is almost indistinguishable at a short distance, more especially in heavy weather; and although the Government maintains a lighthouse and a wrecking station at either end of it, many a wood ship has gone to pieces in the yeasty surf that surrounds it. Professor Saunders's plan is to completely cover the island with vegetation, so that it will stand out sharp and clear to approaching vessels. To this end a large shipment of hardy evergreen trees is now at Halifax awaiting its arrival. The work of planting, will, it is expected, occupy two or three weeks, during which period Mr. Saunders, of London, Ont., hopes to be able to make some valuable notes on the bird life of the island.

To ornithologists the island is remarkable for being the nesting ground of the Ipswich sparrow, the most conservative bird in existence, probably. The Ipswich sparrow migrates in the fall to certain sections of the Southern States, but confines its housekeeping operations exclusively to Sable Island. Indeed it has never been recorded to nest in any other spot in the world. By "nesting" is meant each year a narrow ribbon of sand in the broad ocean, students of bird life have explained.

for being the nesting ground of the Ipswich sparrow, the most conservative bird in existence, probably. The Ipswich sparrow migrates in the fall to certain sections of the Southern States, but confines its housekeeping operations exclusively to Sable Island. Indeed it has never been recorded to nest in any other spot in the world. By "nesting" is meant each year a narrow ribbon of sand in the broad ocean, students of bird life have explained.

for being the nesting ground of the Ipswich sparrow, the most conservative bird in existence, probably. The Ipswich sparrow migrates in the fall to certain sections of the Southern States, but confines its housekeeping operations exclusively to Sable Island. Indeed it has never been recorded to nest in any other spot in the world. By "nesting" is meant each year a narrow ribbon of sand in the broad ocean, students of bird life have explained.

Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT will Sell by PUBLIC AUCTION, at his OFFICES, DUBBEL STREET, on FRIDAY, the 2nd August, 1901, at 1 P.M. THE VALUABLE LEASEHOLD PROPERTY, situate at SHAIKIWAN in the Island of Hongkong, consisting of SHAIKIWAN Lots Nos. 18, 19, 20, 21, 22, 23, 125 and 385, which are held as to Lots Nos. 18, 19, 20, 21, 22, 23, and 125 for the residue of several terms of 999 years and as to Lot No. 385 of the residue of a term of 75 years. Particulars and Conditions of Sale, may be obtained from Messrs. PEACOCK & HASTINGS, 10, Queen's Road Central, Vendor's Solicitors, or Mr. G. P. LAMBERT, The Auctioneer. Hongkong, 8th August, 1901. [853c]

Intimations.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

AN EXTRAORDINARY GENERAL MEETING OF THE PREFERENCE SHAREHOLDERS of the above-named Company will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, on TUESDAY, the 20th of August, at 12.15 o'clock p.m., when the SUBJUNCTIVE RESOLUTION, which was passed at the Extraordinary Meeting of Preference Shareholders held on the 20th of July, 1901, will be submitted for confirmation on a SPECIAL RESOLUTION, viz: That in lieu of making a Call, the Preference Shareholders do accept the proposal of the Liquidator to divide the available assets among them.

The Liquidator, M. BENNECKE, Hongkong, 4th August, 1901. [837c]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on WEDNESDAY, the 1st August, 1901, at NOON, for the purpose of Receiving a Statement of Accounts of the Company to the 30th June, 1901, with the Report of the Directors, and to discuss any matter that may be completely brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 21st August, both days inclusive.

By Order of the Board, C. MOONEY, Secretary. Hongkong, 10th August, 1901. [858c]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the RATE of 5% (TWO DOLLARS AND FIFTY CENTS per Share), for the Six Months ending 30th June, 1901, will be PAID to those Persons who are Registered as Shareholders in the above Company on the 20th August, 1901. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 30th instant, both Days inclusive.

EDWARD OSBORNE, Secretary. Hongkong, 16th August, 1901. [884c]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this Day declared an INTERIM DIVIDEND of 1% for the Half year ending 30th June, 1901, on the Paid-up Capital. DIVIDEND WARRANTS PAYABLE on SATURDAY, the 24th August, will be issued to Shareholders on Application. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th instant, both Days inclusive.

JARDINE, MATHESON & Co., General Agents. Hongkong, 12th August, 1901. [867c]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING CO., LIMITED.

ISSUE OF NEW SHARES OF £10 EACH PAYABLE ON APPLICATION.

APPLICATIONS for 50,000 NEW SHARES will be received by THE HONGKONG AND SHANGHAI BANKING CORPORATION, on or before 3 P.M., on TUESDAY, the 27th August, 1901, upon forms which may be obtained either at the said Bank or from the Undersigned.

JARDINE, MATHESON & Co., General Managers. Hongkong, 14th August, 1901. [871c]

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS.

Our Speciality. INSTRUMENTS. STRINGS.

MUSIC. Grand stock, reduced to clear.

Hongkong, 28th May, 1901. [571c]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

It is now in a position, in his New and Com- modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS. A speciality. Hongkong, 2nd September, 1901. [65c]

Intimations.

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that SEEBORN AND DIECKSTAHL LIMITED, of Danne-mora Steel Works Sheffield England Manufacturers have, on the 10th day of June, 1901, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:



In the name of SEEBORN AND DIECKSTAHL LIMITED, who claim to be the proprietors thereof. The Trade Mark has been used by the applicants and their predecessors in business since the year of 1870 in respect of the following goods:

Iron and Steel both Raw and in Bar and Rail, Bolt and Rod, Sheets, Plates, Hoops and Wire in class 5. Dated the 15th day of June, 1901. JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 12, Queen's Road Central, Hongkong. [636c]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF HENRY JAMES FAUNCH, LATE OF VICTORIA, IN THE COLONY OF HONGKONG. Decree d.

NOTICE is hereby given that the Court has, by virtue of Section 88 of Ordinance No. 3 of 1897 made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 4th day of OCTOBER, 1901.

All Creditors are hereby required to send in their Claims to the Undersigned on or before the said Date. Dated the 16th day of July, 1901. DEACON & HASTINGS, Solicitors for CHARLES CLARKSON & ROBERT WALPOLE, the Administrators of the above Estate. [758c]

SANITARY BOARD.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria, and in the Eastern Division of Kowloon, who have not had their Premises LIME-WASHED AND CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 31st day of AUGUST, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road and includes Hung Hom and part of Tsim Sha Tsui. By Order, G. A. WOODCOCK, Acting Secretary. Sanitary Board Office, 1st August, 1901. [832c]

BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years commencing from the 1st January, 1902, as herein below described:—

OPUM. The sole right to import, manufacture and sell raw Opium, Chandu and Opium Dross in British North Borneo and Labuan. SPIRITS. The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under Notification dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and license others to keep Pawn-broking Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses.

(1) These tenders must be sent under sealed cover to reach Sandakan by noon on the 31st day of October, 1901, and must be addressed to the Secretary to the Governor. The words "Revenue Farms," must be written on the outside of the envelope.

(2) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, of Messrs. Gibb, Livingston and Co., Hongkong, of the *Malay Mail* at Kuala Lumpur and of the *Treacher General* at Sandakan.

(3) The Opium Regulations are similar to those in the Straits Settlements.

(4) The Gambling Regulations are similar to those in the Malay States.

(5) These Tenders are invited for the whole Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North Borneo.

(6) Every tender must state the nature of the Security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in land and house property.

(7) The Government does not bind itself to accept the highest or any tenderer. LABUAN.

The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking. Sandakan, 8th July, 1901. [864c]

C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [586c]

LEVY HERMANOS, DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS. Sole Agents for OMEGA WATCHES. "OMEGA" is the BEST. 40, QUEEN'S ROAD, Watson's Building. [65c]

Intimations.

DIOCESAN BOYS' SCHOOL AND ORPHANAGE, HONGKONG.

THE School will RE-OPEN on MONDAY, the 19th instant. Copies of Prospectus may be obtained at the School. Hongkong, 16th August, 1901. [880c]

WANTED AT QUARRY BAY, EXPERIENCED EUROPEAN FOREMEN AND OVERSEERS. Applications should be made in writing to the Undersigned, accompanied by copies of Testimonials. BUTTERFIELD & WIRE, Hongkong, 14th August, 1901. [874c]

WANTED. AN ENERGETIC MAN for HARBOUR WORK. Apply by Letter only to—THE FUMIGATING AND DISINFECTING BUREAU, 41, Des Voeux Road, Central, Hongkong, 15th August, 1901. [878c]

WANTED. AN EXPERIENCED LADY MANAGER for CRAIGBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, to THE MANAGER, CRAIGBURN HOTEL, Hongkong, 8th August, 1901. [852c]

WANTED. AN EXPERIENCED MAN of business to Act as COMPRODOR from next China New Year. Full Particulars can be obtained on application to the Undersigned. By Order of the Board of Directors, E. W. RUTTER, Manager. Hongkong, 30th July, 1901. [812c]

WANTED. A POST as DOORKEEPER by a Competent Man. Apply to "T," C/o This Office.

A SURVEYOR seeks Employment. Apply to "U," C/o This Office. Hongkong, 4th July, 1901.

G. GIRAULT, 6, QUEEN'S ROAD CENTRAL.

ARRIVAL of the LATEST PRESERVED AMERICAN DAINTIES. Just Opened, Call and Inspect, Best quality, direct from the Factory. Hongkong, 25th June, 1901. [667c]

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING!! WASHING!!! GENTLEMEN'S (ORDINARY) At a fixed price of \$8 per month per head, or as per tariff.

LADIES' and FAMILY as per Tariff. ALL ARTICLES DISINFECTED. SHIRTS, COLLARS and CUFFS glossed by Machinery.

Californian Washermen Employed. No Coolies

Intimations.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

[733c]

Hongkong, 13th July, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

[21]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

STEAM LAUNDRY COMPANY, LIMITED.

NOTICE.

THE Company is now in a position to collect and deliver at Private Residences. Customers who desire our man to call for their washing will oblige by addressing the Undersigned.

F. G. ALLEN, Manager.

Hongkong, 14th August, 1901.

[8700c]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.

CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for "Jaeger-LeCoultre" and "Sole's"
CELEBRATED OPEKA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central.

[23]

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL and PROVISION MERCHANTS,
NAVAL CONTRACTORS
and GENERAL COMMISSION-
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY &c.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1901.

[38]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
ANTISEPTIC
AND
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 6th March, 1901.

[17]

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1901.

[19]

DENTISTRY.
A MERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901.

[8c]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SARATA),
DENTIST,
No. 4, Queen's Road Central,
Hongkong, 3rd January, 1901.

[10c]

Sanitas Disinfecting Fluid
COLORLESS
FRAGRANT
NON-POISONOUS
ALSO POWDER, SOAP,
EMBROICATION, &c.

"HOW TO DISINFECT."
Book sent FREE
on application.
Of all Chemists, and
The "SANITAS" Co., Ltd., 10, Broad Street, London.

JUST UNPACKED.
BEST GERMAN SAUSAGES of a well
known make, in small and large tins, of
various kinds.
Finest WESTPHALIAN HAMS.
H. RUTTONJEE,
5, D'Aguiar Street and
39 & 40, Elgin Road, Kowloon.
Hongkong, 13th July, 1901.

[34]

RICHAUD'S White Violet Extract
This fugitive and
delicate perfume is
persistent as an
Extrait for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by the
most re-
fined French
Society.

RICHAUD'S
10,000
White Violets
equal each bottle of
Ricchaud's Extract.

RICHAUD'S
10,000
White Violets
equal each bottle of
Ricchaud's Extract.

RICHAUD'S
10,000
White Violets
equal each bottle of
Ricchaud's Extract.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"PRINCE"
FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 20th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 14th August, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.
THE Company's Steamship

"SANUKI MARU"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

Optional goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 22nd instant, will
be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 25th instant, or claims in
connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 15th August, 1901.

TOYO KISEN KAISHA.

NOTICE.

"NIPPON MARU"
are hereby notified that their Goods are at their
risk being discharged into Lighters and/or
landed into our Godowns at Wanchai and
delivery may be had either from Lighters or
from our Godowns upon countersignature of
Bills of Lading.

Goods remaining unclaimed after the 21st
instant, will be subject to rent.
No Fire Insurance has been effected.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN,
KARACHI, COLOMBO, BOMBAY,
PENANG AND SINGAPORE.
THE Steamship

"CHINA"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

This Vessel brings Cargo
From Venice, ex S.S. Metelovich transhipped
at Trieste.

From Levant Ports, ex S.S. Urano trans-
hipped at Port Said.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 22nd instant, or they will not be
recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 22nd
instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WILDER & Co.,
Agents.

Hongkong, 16th August, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA"

Captain Ehlers, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.,
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 23rd instant, will be
subject to rent.

All broken, chafed and damaged Goods, are
to be left in the Godowns, where they will be
examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 16th August, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Rome.
From Australia, ex S.S. Australia.
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. TO-DAY.

Goods not cleared by the 22nd instant, at 4
P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 16th August, 1901.

FOR SALE.

FOR SALE.

SEVERAL MODERN BOOKS on En-

gineering Subjects.
For List, apply
C/o The Hongkong Telegraph,
Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORN, of PARIS.

Three years old, in Excellent Condition.
For Price, &c., apply to
THE ROBINSON PIANO CO.
Hankow, 27th May, 1901.

VISITORS AT THE HONGKONG HOTEL.

Angus, Mrs. Katsch, Mr. E. A.
Antigon, Mr. & Mrs. Kiene, Mr. and Mrs. F.
Arnold, Mr. H. Kirkwood, Mr. J. C.
Auld, Mr. J. S. Kitzmanti, Mr. G. C.
Bailey, Mr. W. S. Lazarus, Mr. N.
Beringer, Mr. F. J. G. Lebrun, Mr.
Bilbrough, Mr. C. F. Levensah, Mr. W. M.
Black, Mr. J. Littledale, R.E., Major
Bowers, Dr. F. H. R. P.
Breda, Counte de and servant
Brown, R.E., Major W.
Brown, Mr. J. P.
Brown, Mr. Percy
Bruce, Mr. and Mrs.
Busstow, Mr. D. H.
Cameron, Mr. D. H.
Champertine, Mr.
Clark, Dr.
Cole, Mr. G. E.
Colson, Mr. J. S.
Cylindar, Mr. J. S.
Davies, Mrs. W. and child
Denroche, Mr. P. C.
Devillies, Mr. D. M.
Drecombe, Mr. G. M.
Dorehill, R.A., Major
Dyson, Major P. S.
Edwards, Mr. F. W.
Fales, Dr. & Mrs. L. H.
Fernald, Mr. and Mrs.
Fischer, Mr.
Gibson, Mr. Kennedy
Glover, Mr. C.
Grant, Mr. John
Hamilton, Major
Harold, Mr. W.
Henningsson, Mr. H. F.
Howard, Mr. Thos.
Hughes, Mr. W. K.
Huke, Mr. A. N.
Innes, Capt.
Irvine, Mr. E. A.
Johansen, Mr. and Mrs.

Kutsch, Mr. E. A.
Kiene, Mr. and Mrs. F.
Kirkwood, Mr. J. C.
Kitzanti, Mr. G. C.
Lazarus, Mr. N.
Lebrun, Mr.
Levensah, Mr. W. M.
Littledale, R.E., Major
R. P.
Long, Mr. & Mrs. D. M.
Macdonald, Mr. D.
Marlow, Mr. R. R.
Michael, Mr. S. J.
Orr, R.A., Capt.
Parfitt, Mr. W.
Pearce, Mr. W. H.
Phillips, Mr. G.
Piry, Mr. S. D.
Pitcher, Mr. A. J.
Quennell, Lieut. W. A.
Reel, Dr. L. R.
Reid, Mr. A.
Robertson, Mr. W. R.
Robinson, Mr. H. W.
Schouw, Mr. C.
Sergeant, Mr. P. W.
Simpson, Mr. A. E.
Smithers, Mr. R. G.
Taylor, Mr. D. G.
Thomas, Mr. Harry
Thomson, Dr. and Mrs.
Tibby, Mr. H. M.
Vilmonh, Mr.
Wakeman, Mr. G. H.
Watts, Mr. and Mrs.
Frank W.
Whiley, Mr. W. J. G.
Williamson, Mr. and child
Mrs. A. A. and child
Williamson, Mrs. J. and child
Woodward, Mr. T. A.
Woolten, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James
Benjamin, Mr. S. S.
Bonar, Mr. J. W. C.
Brawn, R.E., Col. L. F.
Brayne, Mr. H. F. R.
Brusse, Mr. G.
Cameron, Mr. Allan
Collard, Col. A. W.
Crookenden, Col.
Dann, Mr. George H.
Davies, Mr. W.
Drion, Mr. F.
Ezekiel, Mr. J. S.
Ezekiel, Mr. R. M.
Forbes, Mr. Andrew
Fraser, Mr. and Mrs.
H. W.
Glover, Mrs.
Graham, Mr. D. M.
Gumprecht, Dr.
Hamilton, Major
Harston, Dr. and Mrs.
G. M.
Howard, Mr. Edward
Hughes, Col. G. A.
Jeffries, Mr. H. N.

Joseph, Mrs.
Lee, Mr. J. E.
Mackie, Mr. Gordon
Martin, Mr. R.
Miller, Mr. and Mrs.
Pitt, Mr. John, R.N.
Pollock, Hon. H. E.
Quistoff, Mr. M.
Ruble, Mr. W. A. (U.
S. Consul)
Ruble, Mrs. W. A.,
child and maid
Rumsey, R.N., Hon.
R. Murray
Sawyer, Mrs.
Shellim, Mr. Edward
Sclair, Mr. A.
Smith, Mr. T. J.
Stokes, Mr. A. G.
Thomson, Mr. J. S.
Wigless, Mr. W. T.
Wilson, Mrs. W. and
child
Wright, Mr. and Mrs.
H. Taylor

CHATEAUBURN.

Anderson, Mr. Jas.
Brown, Mr. and Mrs.
H. Matheson
Crouch, Mr. J. W.
Denison, Mr. and Mrs.
A.
Edwards, Mr. G. H.
Farrow, Capt. J.
Grimble, Mr. & Mrs. G.
Heemskerck, Mr. J. J. B.

KOWLOON HOTEL.

Holden, Mr. Geo. H.
Holdon, Capt. H. N.
Laxton, Mr. R. W.

EXCHANGE.

Hongkong, 17th August.

ON LONDON, Telegraphic Transfer, 1/12 1/2

Bank Bills, on demand, 1/11 5/16

Credits, 4 months' sight, 1/11 1/16

D'ments, 4 months' sight, 1/11 1/16

ON HEBLIN, (demand), M. 1/9 1/2

ON PARIS, Bank Bills, on demand, 2/4 1/2

Credits, 4 months' sight, 2/4 1/2

ON NEW YORK, Bank Bills, on demand, 47 1/2

Credits, 30 days' sight, 47 1/2

ON BOMBAY, Telegraphic Transfer, 1/4 1/2

On demand, 1/4 1/2

ON SHANGHAI, Telegraphic Transfer, 7 1/2

Private 30 days' sight, nom.

ON YOKOHAMA, T.T., 5 1/2 prem.

Sovereigns, Bank's Buying Rate, \$10.28

Gold Leaf 100 touch, per tael, 53.25

Cold Silver, 100 touch, per tael, 53.25

Dollars, 100 touch, per tael, 53.25

OPTIUM QUOTATIONS.

Hongkong, 17th August.

New Patna, 100 lbs, 595 1/2 per cwt.

Old Patna, 100 lbs, 595 1/2 per cwt.

New Benares, 100 lbs, 595 1/2 per cwt.

Old Benares, 100 lbs, 595 1/2 per cwt.

New Malwa, 100 lbs, 595 1/2 per cwt.

Old Malwa, 100 lbs, 595 1/2 per cwt.

Persian, paper tied, 100 lbs, 595 1/2 per cwt.

STEAMERS EXPECTED.

Names. From Due

Catherine Apar... Singapore Aug. 19th

Prinz Heinrich... Singapore Aug. 19th

Konig Albert... Shanghai Aug. 20th

Empress of India... Shanghai Aug. 20th

Alex... Singapore Aug. 20th

Pers... San Francisco Aug. 22nd

We would direct the attention of shipping firms to the fact that the "Steamer Expected" and "Steamers Expected" are now published in these columns, and in so doing, respectfully urge the managers of shipping firms to give orders to their clerks to forward this notice to the firms already published with the latest available information were they.

The Share Market.

LATEST QUOTATIONS.

(August 17th).

Companies. Paid up Capital. Latest quotation.

Bankers.

Hongkong & Shanghai Banking Corporation, Ltd. \$125 38 1/2 premium

The Bank of China & Japan, Limited. 1/5 Nominal

The Bank of China & Japan, Limited. (Ordinary). 1/4 1/2 sales

The Bank of China & Japan, Limited. (Deferred). 1/4 1/2 sales

National Bank of China, Ltd. 1/8 3/4 buyers

Do. Founders. 1/8 1/2 buyers

Union Ins. Society of Canton, Ltd. 1/5 \$340 sellers

China Traders' Ins. Co., Ltd. 1/5 \$60 sellers

North China Ins. Co., Ltd. 1/5 Tls. 180 sellers

Yangtze Ins. Assoc. Co., Ltd. 1/5 \$125 nominal

Canton Ins. Office, Ltd. 1/5 \$180 sellers

Straits Ins. Co., Ltd. 1/5 \$20

Fire Insurances.

Hongkong Fire Ins. Co., Ltd. 1/5 \$340 sellers

China Fire Ins. Co., Ltd. 1/5 \$20

Shipping.

KAMAKURA MARU, Japanese steamer, 3,796, H. Petersen, 12th Aug.,—Shanghai 9th Aug., General.—Nippon Yusen Kaisha.

KASHING, British steamer, 1,136, R. Sanderson, 14th Aug.,—Cebu 9th Aug., General.—Butterfield & Swire.

KWEIYANG, British steamer, 1,052, C. W. Outerbridge, 16th Aug.,—Canton 16th Aug., General.—Butterfield & Swire.

LYEEMOON, German steamer, 1,238, Th. Lehmann, 16th Aug.,—Canton 16th Aug., General.—Siemssen & Co.

MAUSANG, British steamer, 1,204, W. D. Welsh,